

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR. 7 September 1955

SUBJECT Main Administration for Motor Traffic and
Roads of the East German Ministry for Traffic

NO. OF PAGES 7

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(LISTED BELOW)

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DATE OF
INFO.

SUPPLEMENT TO
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1. ~~The Main Administration for Motor Traffic and Roads have their headquarters~~
~~at 21 - 42 Kottbusstrasse, Berlin C-2. The telephone number for the two~~
agencies is 510401. The head of the stationery used by the Main Administration
for Motor Traffic runs as follows:

Regierung der deutschen demokratischen Republik, Ministerium fuer
Verkehrswesen, Hauptverwaltung Kraftverkehr.

The two main administrations are headed by a state secretary, who is
responsible to the Ministry of Traffic.

2. The Main Administrations for Motor Traffic and Roads are organized as
follows and have the following leading personnel:

State Secretary Heino Weiprecht

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Departments directly subordinate to the State Secretariat:

Secretariat

Dr. Priebe

25X1

Secretary Frau Giese,

25X1

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- 2 -

Cadre Department

Frl. Edith Globig,

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Legal Department

Dr. Priebe

Interpreter

25X1

~~Control Group~~

Hauptreferent Schultchen,

25X1

Revision Group

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Untergruppe "Budget"

25X1

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Administrative Department

25X1

Motor Pool

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3. The Main Administration for Motor Traffic controls all motor freight and passenger traffic including non-Reichsbahn rail traffic, (streetcar lines). The Leipzig - Mockau civil airport which is used by the Leipzig fair administration is also controlled by this Main Administration. It is the

SECRET

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25X1

- 3 -

mission of the Main Administration for Motor Traffic to draft and control the Wirtschaftsplaene (economic plans) for all nationalized hauling enterprises. The Main Administration for Motor Traffic is also authorized to issue directives to the Traffic Departments of the Councils of all municipal Bezirke in the area of Greater Berlin. The Main Administration for Motor Traffic is organized as follows and has the following leading personnel:

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Chief of the Main
Administration

Horst Schlimper,

25X1

Traffic Department

Seiffert

25X1

Department for Local
Traffic

Nohis

25X1

25X1

Planning Department

25X1

Maintenance Department

Nolly

25X1

Finance Department

Franke,

25X1

Material Supply
Department

Tscharnke

25X1

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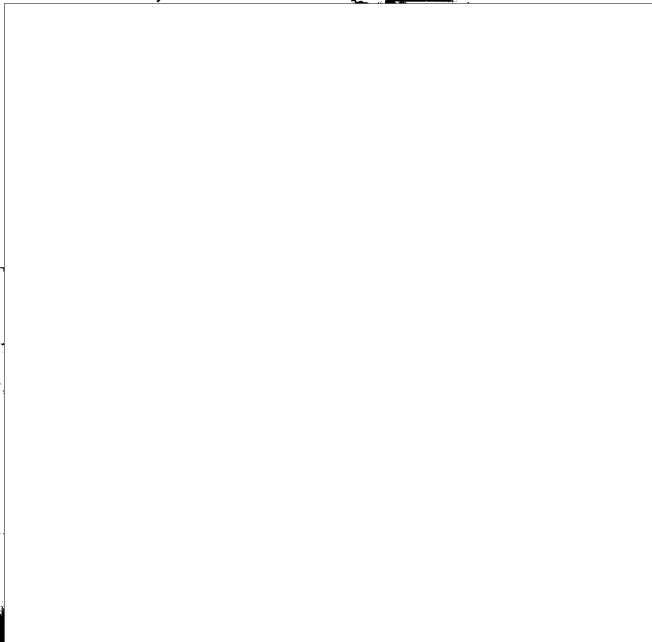
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- 4 -

Research and Development
Department

Walter Lenz,

25X1



"Deutsche Spedition"
Department

Department for Tariffs

Department for Buses

Transport

Air
search
and Development
Department

Selzer.

25X1



Municipal
Traffic
Department

Scholz,

25X1



4. The Traffic Department of the Main Administration for Motor Traffic controls the following traffic agencies or departments:

Traffic departments of the Councils:

Rostock
Schwerin
Neubrandenburg
Potsdam
Frankfurt/Oder
Cottbus
Magdeburg

Halle
Erfurt
Gera
Suhl
Dresden
Karl-Marx-Stadt
Leipzig



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- James*

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- 5 -

9. The normal wear and tear of vehicles is accelerated by inadequate maintenance work and a shortage of garages. [REDACTED] states the parking of vehicles in the open, [REDACTED] construction of garages and [REDACTED] of rainy weather, the [REDACTED] that vehicles [REDACTED] better in this [REDACTED] sites operated at Strausberg, [REDACTED] the greatest worries for the administration of motor traffic in the GDR is the shortage of motor vehicle repair facilities. The long time periods required for repair work have not been notably reduced since 1952 in spite of the allocation of [REDACTED] for the procurement of modern machine tools and the construction of repair shops. In 1953, the planned construction of five large motor vehicle repair centers, each estimated to cost 6.5 million DEM, had to be cancelled. The repair of vehicles is delayed because foreign-owned vehicles enjoy priority at motor vehicle repair shops. Moreover, replacement parts which must be imported from foreign countries must be requested through nationalized enterprises via DEA from the State Planning Commission. Each traffic enterprise is therefore intent on establishing a repair shop of its own. It frequently happens that vehicles which could be repaired are cannibalized in order to obtain urgently required replacement parts.

10. In 1955, it was requested that a sum of approximately 25 million DEM be made available for replacement parts and the procurement of tools. The State Planning Commission allocated, however, only 6.5 million DEM, pointing out that a maximum possible amount of replacement parts should be manufactured at motor vehicle repair shops. General overhauls last from two to eight months. A general overhaul for a model H 3 or H 5 Horch vehicle costs from 8,000 to 12,000 DEM. On account of these high costs for repair work, the State Planning Commission has to increase the budget available for repair work in [REDACTED] the annual amortization fixed for the enterprise [REDACTED] or vehicle repair shops were considerably enlarged, [REDACTED] Machinery was not modernized accordingly, however, [REDACTED] on continued to be tight, especially because many of the vehicles in use are overage.

11. In spite of all these shortcomings of the GDR road traffic system, the profitability of road, freight and passenger traffic is relatively higher in the GDR than in West Germany. This is mainly due to a better and more centralized organization which eliminates empty runs and makes possible the employment of trucks in three shifts. Moreover, the load capacity of buses and trucks is more ruthlessly exploited. Another point which has a bearing is the absence of competition between road traffic and the railroad system. The average monthly pay of a driver is 800 to 1,000 P.R. In the event that he overfulfills his work norm, he is paid a special bonus at the end of the quarter of a year.

[REDACTED] Comment. Most of the personnel of the Main Administration for Motor Traffic and Roads mentioned in the present report were known previously. [REDACTED] The Annex to referenced report is to be corrected and supplemented accordingly. The data on the present status of the East German road traffic system agrees with previous information. [REDACTED]

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- Regierung der Deutschen Demokratischen Republik, Ministerium fuer
Verkehrswesen, Hauptverwaltung Kraftverkehr.

2. The Main Administrations for Motor Traffic and Roads are organized as follows and have the following leading personnel:

Haino Weiprecht

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Secretariat

Dr. Priebe

25X1

Secretary Fran Giese,

25X1

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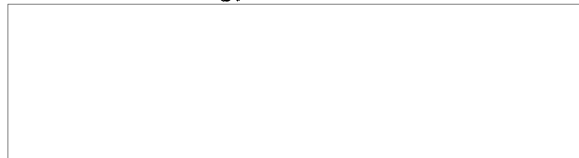
- 2 -



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Cadre Department

Frl. Edith Globig,



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Legal Department

Dr. Priewe

25X1

Interpreter



Control Group

Hauptreferent Schultchen,

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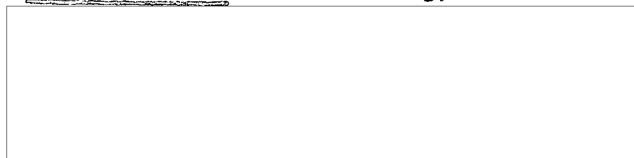
Revision Group

Hauptreferent Isenheim,

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Untergruppe "Budget"Sachbearbeiterin Frau Lindenberg,

25X1



Administrative Department

Miecke,



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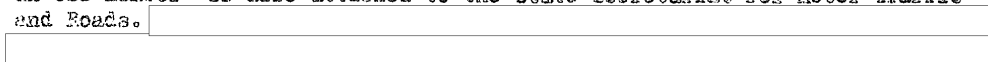
Motor Pool

Chief Dispatcher Kurt Kamsch,



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An SSD member is also attached to the State Secretariat for Motor Traffic and Roads.



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3. The Main Administration for Motor Traffic controls all motor freight and passenger traffic including non-Reichsbahn rail traffic (streetcar lines). The Leipzig - Mockau civil airport which is used by the Leipzig fair administration is also controlled by this Main Administration. It is the

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Traffic Department

Seiffert

25X1

Department for Local
Traffic

Nobis,

25X1

Planning Department

Gutenberg, [REDACTED]

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Maintenance Department

Mally

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Finance Department

Franke,

25X1

Material Supply
Department

Tscharnke,

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- 4 -

Research and Development
Department

Walter Lenz,

25X1

"Deutsche Spedition"
Department

Department for Tariffs

Hauptreferent Ehrenteit,

25X1

Department for Buses

Frau Gruener,

25X1

Transport Commissioner

Klauditz,

25X1

Hauptreferent for Air
Traffic in the Research
and Development
Department

Selzer,

25X1

Hauptreferent for Municipal
Traffic in the Local Traffic
Department

Scholz,

25X1

4. The Traffic Department of the Main Administration for Motor Traffic controls the following traffic agencies or enterprises:

Traffic departments of the Councils of Bezirke:

Rostock
Schwerin
Neubrandenburg
Potsdam
Frankfurt/Oder
Cottbus
Magdeburg

Halle/Saale
Erfurt
Gera
Suhl
Dresden
Karl-Marx-Stadt
Leipzig

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- 5 -

The traffic department at the main administration level also controls the Bezirk Directorates of Traffic, the so-called "Autotransportgemeinschaften" (cooperative hauling agencies) (ATG), the VEB Deutscher Kraftverkehr in Berlin (DKV) and the VEB Autoreparaturwerk Berlin.

5. About 35 percent of automotive hauling enterprises in the GDR have been nationalized. In order to tighten state control of private carriers, it was decreed that they had to join the so-called Autotransportgemeinschaft (ATG). The central headquarters of the ATGs has been established by the Main Administration for Motor Traffic and is authorized to give orders to private carriers. Usually, ATGs are equipped with obsolete types of motor vehicles because they cannot buy new equipment. Motor vehicles newly manufactured in the GDR are available only to nationalized transport enterprises, and these deliveries must be authorized by the ministries involved. Economic experts believe that approximately 90 percent of the entire automotive traffic system in the GDR will be nationalized within three or four years. The same applies to the motor vehicle repair and maintenance system. The equipment of nationalized transport enterprises has been modernized considerably during recent years. New motor vehicles were imported from the USSR, Hungary and Czechoslovakia. Much of the new equipment has also been manufactured in the GDR. The situation in the field of motor vehicles spare parts is, however, still unsatisfactory.
6. The planned conversion of 3- and 6-ton trucks and trailers to dump trucks has made very slow progress because only one East German private firm is in a position to deliver satisfactory truck bodies for dump cars. This enterprise, the Walter Hunger firm at Frankenberg, exports most of its output to foreign countries and is therefore specially sponsored by DIA. At the exhibition in Cairo the firm of Walter Hunger sold its entire 1954 output. For this reason only a few dump trucks are available for the domestic market. Thus, for instance, the VEB DKV in Berlin, the largest enterprise of its kind, received only 20 dump trucks and trailers in 1954. Efforts have been initiated, however, to increase the capacity of the firm of Hunger at Frankenberg.
7. In the field of freight traffic, truck space is utilized to the maximum extent possible. Dispatch stations have been set up at all major points of transloading. Empty trucks have to report at these stations; this procedure eliminates runs without payload. Carriers would operate much more profitably if the shortage of replacement parts did not unduly extend the time periods required for the repair of damaged vehicles. Most of the buses are employed for commuter traffic and line traffic. Interzonal runs have been stopped because of the poor condition of GDR vehicles. Licenses for such trips are given to West German and West Berlin firms which have to pay a certain percentage of the rates charged to the GDR.
8. In 1953/1954, 600 Ikarus buses were imported from Hungary. Most of the drivers do not like these buses because their engines are unreliable and frequent repairs prevent smooth operations. West German Buessing and Mercedes trucks are generally considered the most reliable. Highly appreciated are also the Czech Skoda buses and the Horch buses manufactured by the VEB Railroad Car Factory at Ammendorf. The latter buses have the designation H 6 B. The Horch engine is generally considered to be the best engine produced in the GDR since the war. This engine is also widely used by the KVP. A difficult point still is the shortage of replacement parts.

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- 6 -

9. The normal wear and tear of vehicles is accelerated by inadequate maintenance work and a shortage of garages which necessitates the parking of vehicles in the open. Funds for the construction of garages and lean-to roofs have not been made available. In rainy weather, the surface of many parking lots is so muddy that vehicles must be pulled out by tractors. The situation is much better in this respect in parking lots adjacent to major construction sites operated by the Soviets or by the Ministry of the Interior such as at Strausberg, Torgelow, Weisswasser, Werder, Dresden and Prora. One of the greatest worries for the administration of motor traffic in the GDR is the shortage of motor vehicle repair facilities. The long time periods required for repair work have not been notably reduced since 1952 in spite of the allocation of funds for the procurement of modern machine tools and the construction of repair shops. In 1953, the planned construction of five large motor vehicle repair centers, each estimated to cost 6.5 million DME, had to be cancelled. The repair of vehicles is delayed because foreign-owned vehicles enjoy priority at motor vehicle repair shops. Moreover, replacement parts which must be imported from foreign countries must be requested through nationalized enterprises via DIA from the State Planning Commission. Each traffic enterprise is therefore intent on establishing a repair shop of its own. It frequently happens that vehicles which could be repaired are cannibalized in order to obtain urgently required replacement parts.
10. In 1955, it was requested that a sum of approximately 25 million DME be made available for replacement parts and the procurement of tools. The State Planning Commission allocated, however, only 6.5 million DME, pointing out that a maximum possible amount of replacement parts should be manufactured at motor vehicle repair shops. General overhauls last from two to eight months. A general overhaul for a model M 3 or M 6 Horch vehicle costs from 8,000 to 12,000 DME. On account of these high costs for repair work, the State Planning Commission had to increase the budget available for repair work in 1955 to 70 percent of the annual amortization fixed for the enterprise involved. Almost all motor vehicle repair shops were considerably enlarged. Machinery was not modernized accordingly, however, and the repair situation continued to be tight, especially because many of the vehicles in use are overage.
11. In spite of all these shortcomings of the GDR road traffic system, the profitability of road, freight and passenger traffic is relatively higher in the GDR than in West Germany. This is mainly due to a better and more centralized organization which eliminates empty runs and makes possible the employment of trucks in three shifts. Moreover, the load capacity of buses and trucks is more ruthlessly exploited. Another point which has a bearing is the absence of competition between road traffic and the railroad system. The average monthly pay of a driver is 800 to 1,000 DME. In the event that he overfulfills his work norm, he is paid a special bonus at the end of the quarter of a year.

Comment. Most of the personnel of the Main Administration for Motor Traffic and Roads mentioned in the present report were known previously.

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The data on the present status of the East German road traffic system agrees with previous information.

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